WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Eve Hearsey
FROM:	WSCC - Highways Authority
DATE:	25 June 2020
LOCATION:	25 Riverside Road Shoreham-By-Sea BN43 5RB
SUBJECT:	AWDM/0780/20 Proposed vehicular access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

This proposal is for construction of vehicle crossover (VCO) to serve the existing property. The site is located on Riverside Road which is a C-classified road subject to 30mph speed limit.

The proposed VCO, as demonstrated on the block plan will measure circa 4.6m. The existing property also has a shared VCO with the neighbouring property measuring circa 4.6m.

Any vehicle access works on the public highway must be implemented under licence to a specification obtained from WSCC Highways.

I have approached the WSCC Highways Area Manager regarding the proposed access who has advised that, due to the existing shared driveway the total width of the crossover must not exceed 6.4m from the centreline of the existing driveway. Subsequently this would mean that on 2.3m (centreline of the shared driveway) maximum additional dropped kerb that would be acceptable is 4.1m.

Based on the plans and details before me I would be minded to advise that any vehicle crossover extension should be modified as per the advice given above. I'm minded to advise such a modification could be secured via planning condition, however given recent advice within the National Planning Policy Framework it is advised such matters are resolved prior to determination. As such this issue should be raised with the applicant and the Local Highways Authority re-consulted.

Visibility splays at the access point appear sufficient for the posted speed limits, and data supplied to WSCC by Sussex Police, over a period of the past five years reveals no recorded injury accidents in the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Conclusion

In principle the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. However, matters relating to the access width should be agreed prior to determination to mitigate against the applicant gaining planning permission for something they may subsequently not be able to implement.

Please raise this with the applicant, at which time appropriate conditions and informative notes can be advised.

Anastasia Toleva
West Sussex County Council – Planning Services